

B. Project Description

Page B-1, under B.2 SFPP's Current Operation —

Kinder Morgan Energy Partners, L.P. (KMP) is a publicly traded limited partnership and is the largest independent refined petroleum products system in the United States in terms of volume delivered. KMP's Pacific operations consist of interstate common carrier pipelines regulated by the Federal Energy Regulatory Commission, intrastate pipelines in California regulated by the California State Fire Marshal, and certain non rate-regulated operations. The California State Fire Marshal also regulates interstate pipeline safety under an agent agreement with the U.S. Department of Transportation (DOT). While the California State Fire Marshal inspects and reports on interstate pipelines, DOT's Office of Pipeline Safety maintains enforcement authority on interstate pipelines.

Page B-3, under B.3.1 Description of the Proposed Pipeline —

Upon project approval, the CSLC will issue a 25-year lease to SFPP for construction and operation of the Proposed Project. The project has an expected life of 50 years. The proposed CSLC lease terms would require that the project must be decommissioned (cleaned and no longer used for product shipment) or removed when the lease expires, unless the lease term is extended. As noted in Section B.3.2, the existing pipeline crossing of the Carquinez Strait ~~has a useful life of~~ could limit the capacity of the 70-mile segment in approximately 12 years if demand increases at the rate currently projected. SFPP anticipates that The-the CSLC lease will require that the existing periodic inspection program being conducted by SFPP on this portion of the Proposed Project be continued and that this portion of the pipeline be decommissioned, repaired, or and-replaced within 12 years of project approval if the inspection program indicates that the pipeline condition degrades so that it no longer meets design specifications. Table B-1 summarizes the components of the proposed pipeline.

Page B-4, in Table B-1, under Pipeline Components —

Operating Parameters	<ul style="list-style-type: none"> • Maximum Allowable Operating Pressure (MAOP): 1,350 psig • Maximum Design Pressure: 1,440 psig • Product temperature (ambient): 72°F
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Page B-4, in Table B-1, under Station Modifications —

Concord Station	<p>All modifications would be within existing station boundaries. Modifications would include:</p> <ul style="list-style-type: none"> • Existing tank suction piping upgrades • New surge and existing new shipping pump-system upgrades • New pig launcher • New product meter and prover • Existing electrical instrumentation and control system upgrades
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Page B-7, under B.3.1.1 Proposed Pipeline Route and Locations of Project Features —

Concord Station to Carquinez Strait. The route begins where the pipeline would depart SFPP's Concord Station at 1550 Solano Way and travel west across Walnut and Grayson Creeks. It would follow a transmission corridor through lands maintained by the Central Contra Costa Sanitary District, crossing Burlington Northern Santa Fe Railroad (BNSFRR) and Pacheco Slough, until meeting and paralleling Central Ave in Contra Costa County. The route would continue behind a residential area in an existing pipeline corridor until turning northeast onto Arthur Road (abandoned) and then west onto Waterbird Way through lands maintained by the East Bay Regional Parks District. From there, the pipeline would parallel Waterbird Way into Shore Terminal (ST) property.

Page B-8, under B.3.1.1 Proposed Pipeline Route and Locations of Project Features —

Suisun City/Fairfield. The pipeline would cross to the north side of Cordelia Road at MP 23.8. At this point, this Final EIR includes a minor change to the Proposed Project that is requested by the City of Suisun City. The alignment would follow the perimeter of the “Gentry” property along the UPRR tracks to avoid conflict with potential development of the property in the future. At MP 24.5, the route would enter the City of Suisun City. Approximately 800 feet east of Pennsylvania Avenue, the pipeline would cross the UPRR tracks and enter the City of Suisun City for approximately 200 feet, then into private ROW in Solano County. At the intersection of Ohio and Jefferson Streets, the pipeline would turn east onto Ohio Street. In the City of Fairfield, the proposed route would turn north onto Union Avenue then east onto Broadway Street. It would cross the UPRR tracks, entering into the City of Suisun City and joining Railroad Avenue. From Railroad Avenue, the pipeline would run east along East Tabor Ave then north along Walters Road, once again entering the City of Fairfield. After traveling east on Huntington Drive and north on Peabody Road, the pipeline would turn east and parallel Vanden Road into Solano County just after MP 30.7.

Page B-9, under B.3.1.1 Proposed Pipeline Route and Locations of Project Features, SFPP’s Development of the Proposed Route —

As part of the process of alternatives screening and impact reduction, SFPP undertook a long-term analysis for potential environmental impact identification along the proposed route. Since the initial development of the Proposed Project, SFPP made many refinements to the route to avoid these identified resources. Table B-2 lists the 12 route modifications that SFPP incorporated into the Proposed Project and two minor reroutes proposed by public agencies and accepted by SFPP after release of the Draft EIR. The mileposts, change in route length, and a description and rationale for each change are also included in the table.

Page B-9, under B.3.1.2 Waterway Crossings —

- **Carquinez Strait.** The proposed pipeline would connect to the existing 14-inch pipeline to cross the Carquinez Strait from approximately MP 5.1 to 6.4. As it becomes necessary and feasible, Phase 2 of the project would be constructed in which at approximately between MPs 4.5 and 6, a new 6,925800-foot directional drill would be completed.

Page B-10, end of Table B-2, rows added —

<u>2.904</u>	<u>3.220</u> (MP 23.82- MP 24.43)	<u>-316</u>	<u>This revised alignment is within the “Gentry” property and was developed based on City of Suisun City, comments to the Draft EIR.</u>	<u>The reroute would avoid future land development plans identified by Suisun City within the property.</u>
<u>2.798</u>	<u>2.640</u> (MP 64.80- MP 65.30)	<u>+158</u>	<u>This revised alignment was developed based on suggestions provided by the U.S. Army Corps of Engineers.</u>	<u>The reroute would reduce impacts near the eastern edge of the Yolo Bypass.</u>

Page B-12, under B.3.1.3 Valves and Valve Locations —

~~Two types of valves would be used along the proposed pipeline route between the Concord and Sacramento Stations (see Figure B-4 for a diagram of a typical mainline valve).~~

Page B-18, under B.3.2 Carquinez Strait Crossing: Phase 2 Carquinez Strait Crossing —

SFPP plans to modify this pipeline project in the future to include a new 20-inch pipeline that would be installed by directional drilling across the Carquinez Strait. This ~~would be estimated to occur~~ in approximately 10 to 12 years for the following reasons:

- In 10 to 12 years, SFPP estimates that the capacity of the proposed system, ~~that will include approximately 1.1 miles of existing 14-inch pipe, will be reached, so they would not be able to ship the increased product that is expected to be demanded in the region.~~
- The evaluation of the internal and external inspection reports for the portions of the pipeline across the Carquinez Strait indicates that the pipeline condition is good for continued safe operation with some remediation work such as increasing the burial depth to at least five feet per CSLC requirements. The CSLC's petroleum structures engineer has determined that the existing pipeline could safely be used for up to 12 more years (to 2015).

Page B-18, under Phase 2 Carquinez Strait Crossing —

Before the Phase 2 crossing is implemented, the major remediation effort currently ~~underway in the planning process for~~ the Rhodia site (from approximately MP 4.1 to 5.0) would result in the relocation of Peyton Slough. The new location of Peyton Slough will range from ~~be about~~ 10 to 500 feet east of the location of the Phase 2 pipeline and work area. Therefore, the Phase 2 construction would not cross the slough itself.

Page B-19, Figure B-6 —

Figure B-6 has been revised and is included at the end of Section 4. See links on [contents page](#).

Page B-21, under B.3.3.1 Concord Station —

Pump System. ~~The existing impellers in the shipping pumps would be replaced to accommodate the increased flow rate and take advantage of available motor horsepower with new shipping pumps with the same pressure and flow capabilities but more efficient operation with the existing motors.~~

Page B-23, under B.4.1 Construction Schedule, Planning, and Labor Force —

Construction of the Proposed Project currently anticipates the use of eight separate construction “spreads” (a spread is a separate construction work area with separate personnel). All of these spreads could be working concurrently at different locations. Average pipeline installation rates would be 2,000 to 3,000 feet per day for the mainline (cross country) spread and 500 to 800 feet per day for the street work spread. Each of these two primary spreads would be supported by the hammer bore crew, auger bore crew, and directional drilling crews for specific crossings, and would proceed at an average of 200 to 500 lineal feet per day.

Page B-42, under B.5.3 System Inspection and Maintenance —

Inspections. The pipeline route would be visually inspected at least bi-weekly by line rider patrol in accordance with DOT requirements (49 CFR Part 195) to spot third-party construction or other factors that might threaten the integrity of the pipeline. Additionally, inspection of highway, utility, and pipeline crossing locations would be conducted in accordance with state and federal regulations. Pipe protection level would be inspected annually at all test locations, quarterly at control points and more than quarterly at cathodic protection systems to ensure corrosion control. The DOT program for Pipeline Integrity Management in high consequence areas and corrosion control would require an evaluation of the proposed pipeline either by hydrostatic testing or internal inspection every five years. Although not required by the DOT,

any hydrostatic test performed on the proposed pipeline would be certified by an independent testing firm approved by the CSFM.

Page B-45, Figure B-2 —

Sheets 1, 2, and 4 have been revised and are included at the end of Section 4. See links on [contents page](#).